UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8
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Ref: EPR-ER

INITIAL POLREP
Corrine Diesel Spill
Corrine, Utah

I. BACKGROUND

Date:	**01/25/2000**
Subject:	**Initial Polrep**
OSC:	**Mike Zimmerman**
Agency:	**EPA - Region 8**
Party Conducting the Action:	**PRP - Chevron Pipeline**
FPN Number:	**A0013**
OPA Project/Site No.	**Z879**
NRC No.:	**517493**
Date Started:	**01/21/2000**

II. SITUATION

On January 21, 2000, a release of diesel fuel from the Chevron Pipeline near Corrine, Utah was discovered by a rancher while checking his livestock. The underground pipeline traverses BLM land within the Bear River Migratory Bird Refuge. The release was into tributary areas of Bear River. The incident was reported to Chevron Pipeline who reported the incident at approximately 1630 hours.

III. SITE INFORMATION

A. Incident Category

Discharge into surface water as covered in Section 311 of the Clean Water Act, 33 U.S.C. Section 1321 as amended by the Oil Pollution Act of 1990.

B. Site Description

The spill site is located just south of Utah Highway 83, 17 miles west of I-15 at Exit 386. The underground pipeline traverses BLM land within the Bear River Migratory Bird Refuge. The area is characterized with marshes/wetland, open waters (i.e. shallow lagoons), water diversion structures, and grassland. The pipeline follows an old railroad bed (first continental railroad) that is adjacent to the marsh and wetlands areas. It is estimated that approximately 50 barrels of diesel have been released.

IV. RESPONSE INFORMATION

A. Current Situation and Removal Actions to Date

Chevron mobilized crews to the site at approximately 1400 hours on 1/21/00 to begin containment and stabilization actions. The pipeline was shut down and the suspected area of the pipeline was excavated (trench) to a depth of 3-4 feet; a pin-hole leak was uncovered. Booms on adjacent shallow lagoons were set in place to capture free product. Sorbent was also placed near shore line for collection purposes. The high pressure pipeline, constructed in 1948, appears to be in good condition, except for the pin hole leak. Due to heavy vegetation within the marsh areas, little product was recovered.

Chevron reported the incident to the NRC at 1625 hours (MST). EPA was notified shortly thereafter. The OSC was dispatched to the site and arrived with START personnel at approximately 11:30 hours on January 22. Chevron was present with a full complement of response equipment and personnel. Chevron had instituted the Incident Command system and necessary resources were supplied to undertake the appropriate actions. During the afternoon of January 22 Chevron welded a protective sleeve over the leaking section of pipeline and made arrangements to provide internal testing of the line, thereby addressing long-term pipeline integrity. If necessary, Chevron will replace the affected pipeline section, if test results indicate a compromised line. The estimated time of repairs (if necessary) will be mid-week. Upon satisfaction that the pipeline is secure, Chevron will resume transport of product thru the line. Additionally, Chevron will have the pipeline inspected, via overflight, during the next few days. This is in accordance with DOT Office of Pipeline Safety regulations for regular 2 week aerial inspections. Site safety precautions were implemented by the Chevron Site Safety Officer. The site was deemed stabilized and secure.

EPA collected water along the shore line of the impacted marsh areas. Additionally, soil samples within and adjacent to the pipeline trench were also

taken. These samples will be analyzed for TPH and diesel constituents to determine contamination levels. Further characterization and sampling will be conducted by Chevron and their consultant, starting January 24. A flat bottom boat will be necessary for purposes of collecting samples within the densely vegetated area north of the pipeline trench.

Personnel from the Utah Department of Environmental Quality, Utah Department of Wildlife Resources, and Bear River Health Department were on-site to evaluate the situation and coordinate the forthcoming Chevron remediation plan. The U. S. Fish and Wildlife Service was contacted and apprised of site developments. Contacts with BLM are being implemented. Given that the affected marsh areas are within a migratory bird preserve, it was mutually agreed by all, that remediation should proceed quickly so as to restore the affected areas prior to the spring return of migrating water fowl.

EPA and START demobilized from the site late in the afternoon of January 22, 2000. EPA will continue to provide remediation plan follow up, coordination and oversight as appropriate.

B. Planned Removal Actions

Given that the affected marsh areas are within a migratory bird preserve, it was mutually agreed by all concerned that remediation should proceed quickly so as to restore the affected habitat areas prior to the springtime return of migrating water fowl.

V. KEY ISSUES

From observations taken, it will be necessary to develop and coordinate a comprehensive remediation plan that will address the restoration of natural resources and the proper management of contaminated materials generated by the diesel release.

VI. COST INFORMATION

EPA initially opened the Oil Pollution Act Fund for $20,000 for purposes of monitoring the cleanup. Estimates are not available at this time to project current and future costs.